

Letter from Moscow.
The Baltimore American contains a letter from

an intelligent gentleman of that city, who spent some time in an extended tour on the continent of Europe, and who is now pursuing his travels in Russia. The following is an extract from the notice it is dated, Moscow, July 27, 1878:

"I staid but a few days at Moscow, and got and set out Saturday in the forenoon train, so as to arrive here on Sunday morning, at 8 o'clock—say in twenty-two hours. This was accomplished with the utmost punctuality. The whole distance about 400 miles, is laid off in three first class stations; one precisely half way, and the other two intermediate between the centres and the extremes, making four great stages of 100 miles each. We reached the end of the first 100 miles in 54 hours, where we dined, and the centre or end of 200 miles at 10 o'clock, five and a half hours more where we dined, and the final arrival at the end of 300 miles at 8 o'clock, and the whole of 300 miles in 100 hours."

reached at half-past 3 in the morning, and Moscow at 9 o'clock. Making the rate of our speed, after deducting the long stoppages of supper and dinner, to which I have referred, and those for lunch on the first day, and breakfast on the second morning, (to which I did not refer,) not less than thirty miles an hour for the running time.

The road is made with a double track throughout, and the stations and depots for passengers, engine houses and machine workshops, are all completed in a style of great elegance and comfort, and the Emperor has still to meet a vast outlay for merchandise depots, and for the building of additional houses at all the stations, for the accommodation of the numerous employers on the road, including 2,000 persons in the service of the Messrs. Winans, and dispersed along the route to carry out their contract

for twelve years, not long since commenced, to keep all the cars engines, &c., in good running order, and to return them at the end of that time unimpaired, (with due allowance for wear and tear.) They receive a fixed salary, and a commission which it is thought will greatly augment the fortune of the company. The partners have realized by their former contract for building and equipping the engines, carriages and all other appropriate equipages.

The first class carriages were pretty full and were as comfortable as those of other railways in Europe. The cost of a ticket for the 400 miles is about twenty silver roubles, or \$15. The second class carriages (in which I was) are quite as comfortable, as our first class cars, with arm chairs, well cushioned, and the seats arranged precisely as in our cars, with an exception in the centre, where each long car holding about fifty or sixty persons. The rest are of the ordinary

silver roubles, or \$10. The third class, in which were several decent people, and especially females, are covered, with a few glass windows, arranged as to seats, like the second class cars, but each seat without any cushion, being a long bench of wood; and the price seven silver roubles, or \$5 to \$6.—The fourth class were uncovered cars of about the same length as the others, with wooden benches, but without backs to them in the third class, and the price of tickets was, I presume, the low, probably half of the others. It appeared that the second and fourth silver roubles, or \$3 to \$4. The third class carriages were generally full, and I observed that occasionally persons joined us in the second-class cars that had to stand until they could find seats.

If you throw out of view the Kremlin, the old walls which surround it, those which enclose the old city proper, and the multitude of gilded or green

Painted and partly colored domes of all sorts (but the most of them in the style of mynars, of oriental architecture), which adorn or disfigure the churches, there is nothing in modern Moscow resembling. The foundations of the houses destroyed by fire in 1812, different from most of the Continental cities I have visited, except that some of its streets are very wide, and so far more like St. Petersburg than any other place.

In looking out from my window, in a fine building at the corner of two broad streets, the handsome houses all of stone, three or four stories high, in good taste, with abundant ornaments in stucco, fine carvings, etc., which are in view, only remind me of the fine cities of Italy, Germany, Denmark, and Sweden; and there is nothing to mark the character of country but the universal drudgery, and the customs which distinguish the drivers of these vehicles

and various other classes of the people. For example, the merchant wears a long black dress, not unlike that worn by priests in the street, with a peculiar black cap, rather high, and having a small tulle in front; and these grave looking men of trade, have also very long beards, under nicer culture than the beards of the drosky drivers and others of the lower classes, which are untrimmed and shaggy, very much the reverse. As to the women, they are dressed much like other women in the cities of the United States as well as of all Europe. Go where you will you see the same classes of women in the cities, dressed in the same fashion—the same bonnets, shawls, veils, ribbons, mantles, dresses of silk, cotton, or other material, and generally an imitation of what is understood to be the latest mode in Paris.

are very numerous, and so much frequented, that a Russian spends more of his time under cover at a tea-house than in his store or dwelling. All largains are made in tea houses, and parties about to make a contract always repair to such an establishment and proceed with their business, at the same time sipping tea. If they do not finish the business, they agree to meet again at the tea house; and in fact nothing in the way of business is brought forward or concluded here except under the influence of tea drinking. Some of these establishments are of enormous size, and employ a large number of waiters, but you find them, large or small, everywhere. The tea is generally drank from glass tuncars, and without milk or cream, but always with sugar; and the quality of the tea is universally good, and often superior; each establishment priding itself on the high

character of the tea, which you know is brought overland from China.

The New York Crystal Palace:

We understand that this work will go on; the Company is to have the Building ready by the 2nd of May, next year, at "Reservoir Square," this city. Some important regulations have been adopted to carry out the objects of the Society; and for this purpose, some discordant elements have been removed. A number of designs have been presented for the building, but only two are worth looking at; they are the English one by Paxton, and the American one by Bogardus—we have had an opportunity of looking at both plans, and we must say, that the one of Mr. Bogardus is far the best in every respect—in beauty, grandeur, originality, strength, simplicity,

As a monument to the nation, it is doubly true, it will be an honor to our country. It is a new and a new style of architecture, and is of a circular form with a tall tower in the centre, rising grandly above all. The whole area of 400 feet in diameter will be embraced at one glance, while the changing points of beauty, owing to its form and the regularity of its columns, will be like a panorama to visitors. And one grand element in the calculation—a truly American one—is, that after it has accomplished its object in the Exhibition, it can be taken down in parts, and fitted into a number of public or private dwellings. All the parts are so cast and fitted, that they can be taken to any part of the world, and will all dovetail together. This is a very different feature from the London Crystal Palace. Whatever the projector of this Crystal Palace may do for the improvement of the arts, it will add to their reputation if this noble

A new bottomless life boat has been invented in England. It will not capsize in the water, and is constructed that numbers of lives could be saved in case of shipwreck or fire.

The family that learns one word of any language at each meal, will know 1,095 words at the end of a year, besides the many that will be suggested in the use of these